

MILKMAID
STERILIZED
NATURAL MILK
IS
PURE, FRESH
COWS' MILK.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

"CAILLE"
PORTABLE MOTORS
FOR ATTACHING TO
ROWBOATS
Shipments just to hand with
the latest improvements and
exclusive features not found
in others.
ALEX. ROSS & Co.,
Agents,
Tel. 27. 4, Des Vaux Road.

No. 17,638. 號八十三百六千七萬一第 日一初月十年寅甲 HONGKONG, WEDNESDAY, NOVEMBER 18TH, 1914. 三拜禮 號八十月一十年三國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [805]

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASIMA,
OGHI, MUTABE, YOSHINOTANI,
NAMAZUTA, SATO, SHINNEW
AND KAMITANADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.
HEAD OFFICE: MARUNOUCHI,
TOKYO.
BRANCH OFFICES: NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
OTABU, MURORAN, HAKODATE,
KOBE, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSUBUGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.
Cable Address for above: "IWASAKI."
Codes: A.I.A.C. 5th Ed., Western Union.
AGENTS:—
CHINKANG—Messrs. GRADING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BROWN & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [514]

SIEN TING.
SURGEON DENTIST.
No. 13, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [1150]

NEW CARTRIDGES.
BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to .333. at \$5, \$7
and \$7.50 per 100. SPORTING REQUIS-
ITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 16th October, 1914. [1250]

A LING & CO.
19 QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
Stock.
Developing, Printing and Enlarging.
Custom Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 18th April, 1914. [585]

PEAK TRAMWAY COMPANY.
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.00 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. to 1.15 " " " 15 " "
1.15 " " 1.45 " " " 15 " "
1.45 " " 2.15 " " " 10 " "
2.15 " " 2.45 " " " 15 " "
2.45 " " 3.10 " " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.30 " " 12.00 noon " " " 10 " "
12.00 noon to 1.00 p.m. " " " 15 " "
1.00 p.m. to 5.00 " " " 15 " "
5.00 " " 6.00 " " " 10 " "
6.00 " " 7.00 " " " 15 " "
7.00 " " 8.10 " " " 10 " "
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1205]

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [720]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK" Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 631, 2050, 3470.
NO. 1 DOCK. Docking Length 515 ft. | **NO. 2 DOCK.** Docking Length 376 ft. | **NO. 3 DOCK.** Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
WAREHOUSE DEPARTMENT:—
99 buildings, principally of brick and steel, containing private bonded warehouses
and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.
Every description of warehousing, Custom-house brokerage and insurance under-
taken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[822]

WM. STEWART & CO.
TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.
IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and
Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Philippine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the
splendid range of Philippine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams:—Rosewood. Telephone No. 1463. P.O. Box No. 639
Hongkong, 2nd May, 1914. [652]

SOUTH MANCHURIA RAILWAY.

SEORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).
THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining, and First and Second Class Sleeping Cars, is operated between Dairen
and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the s.s. **SAKAKI MARU** and **KOBE MARU** (each Equipped
with Wireless Telegraph) as follows:—
NORTH BOUND.
Connecting at Dairen with: (Wagon-Lit) Express Train for Europe, (Wagon-Lit) Express Train for Japan.
1st Class Fare: Shanghai (S.M.R. Sec. 22) 12/6, Dairen 12/6, Total 25/0.
2nd Class Fare: Shanghai (S.M.R. Sec. 22) 12/6, Dairen 12/6, Total 25/0.
3rd Class Fare: Shanghai (S.M.R. Sec. 22) 12/6, Dairen 12/6, Total 25/0.
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Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
written on one side of paper only.

No anonymous signed communica-
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DEATHS.

GARDNER—September 30th, at Aberdeen.
C. T. GARDNER, C.M.G., aged 72, late
of H.B.M.'s Consular Service.

LEWIS—October 3rd, at Warrington-
crescent, W. ALBERT LEWIS, late of
Chinese I.M. Customs Service,
aged 67.

WALSH—October 6th, at Meadow Croft,
Woldingham, Surrey, F. WALSH, late
of Kobi, aged 72.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 18TH, 1914.

The long and anxious pauses in the war
afford an opportunity for a necessary
retrospective survey. In looking back
upon the comparatively tranquil
condition of the countries before the
outbreak of the war, nothing appeals to
us with greater force than the prophetic
writings of those who, in the comfortable
and nonchalant days of peace, were
looked upon as scare-mongers of the
Yellow Press nature; persons who were
so mentally endowed that they could not
allow other people to enjoy a life
unmarred by any visionary troubles of
glutinous and hateful national neigh-
bours. They were looked upon in short as
the literary pests of a happy-go-lucky
society. It is not strange to those of us
who sympathised with the more serious
prophecies of German preparations for a
continent-sweeping war and the eventual
lowering of the proud head of Great
Britain, that their warnings have now
materialised to the extent of the
revelation of a great and military-ridden
Germany whose sole aim, at whatever
cost, was to depose Britain from her proud

and commanding position among the
nations of the world; an aim created by a
deep and tremendous national hatred.
Dr. Dillon, one of the leading students
and writers of continental politics, stated
recently:—"Germany has at last doffed
the mask which duped for years a large
section of the English-speaking people,
whose members are prone to judge others
by themselves." And Dr. Dillon was
one of the prophets mentioned above. In
1911 he wrote, among other things, as
follows:—"The truth is that in this
country (England) we utterly fail to
fathom the German psyche, just as in
the Fatherland they misunderstand the
workings of the national British soul.
What is meant, while clear enough, is
that the peace of Europe is at the mercy
of well-armed, restless, ill-balanced
Germany; that no section of that gifted
and enterprising people differs suffi-
ciently in its mode of thought and
feeling from any other section to warrant
our regarding it as a check upon rash
impulse, vengeful aggression, or
predatory designs; that treaties possess
no binding or deterrent force, and that
friendly conduct on the part of Great
Britain or France has no propitiatory
effect. Brute force is the only thing that
counts; and henceforth the peace Powers
must store it up at all costs." This well-
defined idea of what was bound eventually
to happen has developed with an almost
tragic exactness. The British soul, which
is a traditional lover of peace, though
not peace at any cost, has continually
sought to live at ease with the world, and
particularly so with Germany, whose
rivalry in the sphere of world-commerce
was never looked upon in anything but
the nature of a business competitor;
whose presence, perhaps, made things
easier for the middle class purchaser.
Then there was the wealth of German
culture, the existence of which was taken
full advantage of by our own English
Society, the erudition of whose sons and
daughters was not considered complete
unless several years had been spent in
the quiet and studious atmosphere of
German colleges. Against the ominous
cries of the prophets it was urged that
this remarkably high standard of German
culture had developed to such an extent
in numbers that it would be the deciding
factor against the world-wide and
devastating war predicted. With the
existence of such an organisation of deep
studious war by Germany was held to
be impossible. Germany would never
quarrel with a nation whose existence
was of so much material interest to
herself, and honour, the product of real
culture, would never allow the breaking
of treaties. With what a crash has the
German idol fallen and revealed all its
bad points; deep hatred, a studious
preparation of war with all its horrors,
and a brutal disregard for the weak. In
dwelling upon the happenings of the war
one might very well inquire what has
happened to that obvious spirit of
brilliant culture in Germany, the
existence of which was reflected in many
ways? It has merely fulfilled Dr.
Dillon's prophecy: "...no section of
that gifted and enterprising people
differs sufficiently in its mode of thought
and feeling from any other section to
warrant our regarding it as a check upon
rash impulse. ... Brute force is the
only thing that counts." Though good and
forceful in itself, German culture was
not allowed to escape the influence of the
greater and stronger spirit of military
aggression, and thus, at a time when
culture should have said, "We will
have none of this," it was too weak to
resist the impulsive rush of armies. The
three-year-old prophecy of Dr. Dillon
has been fulfilled to the letter, and in
supplementing a review of his prophecy
the same writer remarks: "When a
State ceases to set any specific value on
its solemnly pledged word, when it
concludes treaties, not with a view to
take upon itself an obligation but only
to handicap its rivals, it becomes the
enemy of the commonwealth of nations,
and should be treated as such. ... Such
limitations of Germany's liberty to make
mischievous in future as the peace-loving
people now forced to take up arms may
deem essential to their well-being, must
be effected not by those moral checks
which treaties and conventions supply,
but by the impotence which material force
inflicts. In plain language, Germany
must be rendered politically and
militarily innocuous. Between this con-
summation and the ruin of European
civilisation there is no middle way." These
words may savour of unnatural
harshness and severity; but who can deny
that they are called for? Germany has
become at once the enemy of peaceful
nations; she is a national outlaw and
must be treated as such by the combined
efforts of the other great Powers. And
an outlaw of such a character can really
expect but one fate: at the hands of
nations whose ire has been roused by
happenings which should have been alien
even to a war of such magnitude,
Germany, to render life really worth
living as we know it, must be rendered
politically and militarily innocuous.

The matinee performance of "The Blue
Bird" takes place this afternoon.

Mr. J. A. S. Bucknill, Chief Justice
of the Straits Settlements, is going home
for eight months.

Between them the P. & O. and the
British India Companies have chartered
to the Government 100 steamers aggregat-
ing 600,000 tons.

It is worthy of note, remarks the *Singapo-
re Free Press*, that the news of the
Kandian visit to Penang reached Achep
and Sabang before 9 o'clock on the morn-
ing of the exploit.

Major A. F. Henderson, Indian
Cavalry, who is reported amongst the
killed in *The Times* of September 25th,
was the son of Mr. Edward Henderson,
well-known to many people in China.
Major Henderson, the *N. C. Daily News*
says, was born in Shanghai about 1875-
1876 and was educated at Cheltenham,
which he left to join the Indian Staff
Corps.

The usual fortnightly meeting of the
Sanitary Board was held yesterday, the
Head of the Department (Mr. G. N. Orme)
presiding. There were also present the
Hon. Mr. E. R. Hallifax, Lieut.-Colonel
Gordon-Hall, Dr. Fitzwilliams, Messrs.
P. W. Gelling, Chan Kai Ming, and
Ng Hon Tz, with the Medical Officer of
Health (Dr. P. Clark), the Assistant
M.O.H. (Dr. W. W. Pearce), and the
Secretary (Mr. E. W. Hamilton). The
only business of public interest was the
adoption of a motion by the President
that a latrine adjoining the offices of the
Sanitary Board should be abolished.

Mr. J. W. Lee-Jones, Deputy Registrar
and Accountant of the Supreme Court,
leaves for home to-day on retirement
from the Colonial service on pension.
Mr. Lee-Jones came out to the Colony as
an Assistant Master at the Government
Central School (now Queen's College) in
1884. Ten years later he was appointed
to act as first clerk at the Magistracy, and
in 1896 he passed his final examination
for the Bar. Thereafter he was appointed
Acting Deputy Registrar and Accountant
at the Supreme Court, and the sub-
stantive appointment was made in 1901.
Mr. Lee-Jones has also on several occa-
sions filled the post of Appraiser, and at
the time of his retirement held, in addi-
tion to his permanent post, that of Deputy
Master of the Prize Court. Mr. Lee-
Jones is a barrister-at-law, having been
called to the Bar at Gray's Inn in 1903.
By his retirement the Supreme Court
loses a conscientious and capable officer.

The death took place at Aberdeen on
September 30th of Mr. Christopher
Thomas Gardner, C.M.G., who retired
from the British Consular Service in 1899
after distinguished service. Mr. Gar-
dner, who was 72 years of age, entered the
Consular Service in China in 1861, and in
the course of his career he was successively
stationed at Canton, Chefoo (where he
also acted for Denmark, Austria, and
France), Kiang (then the furthest open
port on the Yangtze), Newchwang (where
he was in charge of German, Austrian
and Danish interests in addition, and
was also appointed protector of French
subjects in Manchuria during the Franco-
Chinese War), Hankow, Amoy, and
finally from 1894 Consul-General in Korea
until he retired through ill-health.
On his return to England he lived for
a number of years at Cheltenham. He was a great authority upon
Chinese questions, and his services as a
lecturer upon such topics were in great
demand by the Primrose League, the
Victoria League, and kindred societies.
The C.M.G. was bestowed upon him in
1892.

AN ALLEGED REVOLUTIONARY
SENT FOR TRIAL

The Chinese who was arrested on the
Wing Lok Street Wharf on the 7th inst.,
just as he was boarding a steamer for
Macao, for being in unlawful possession
of dynamite, detonators, and fuse, was
committed for trial by Mr. C. D. Mel-
bourne at the Magistracy yesterday.
Chief Detective Inspector Morrison told
his Worship that the defendant was
formerly an officer in the Canton Army.
He joined in the first Revolution, and
afterwards got a post as Acting-Com-
mander of the troops at King Chan.
Whou Chai Kwing Ming fled from Can-
ton he also fled.

INCREASED PRICE OF RUBBER.

INTERIM DIVIDENDS.

A London telegram to the *Penang
Gazette*, dated November 8th, says:—
The sharp rise in rubber to 2/7½ is
attributed to Government contract re-
quirements.

The following interim dividends are
announced:—

London	5 per cent.
Lehigh	5
Kamung	5
and placed to reserve \$25,000.	

Singapore Matang are reconstructing and
mining a shilling assessment.

WILL INVASION OF ENGLAND
BE TRIED?

A GREAT ADVENTURE.

[BY "THE TIMES" MILITARY CORRESPONDENT.]

Now that the war is reaching the climax
of its violence we must anticipate that all
the living forces of Germany will be
thrown into the conflict, and that the
German Navy will no longer remain inert.
We must expect to be attacked at home,
and must not rest under any comforting
illusions that we shall not be assailed. As
an attack upon us can have no serious
object unless the intention is to land an
expedition in England for the purpose of
compelling us to sign a disastrous peace,
it is well that we should look the situation
calmly in the face, and reckon up not only
Germany's power to do us harm, but also
our power of resistance and means for
improving it.

The naval aspect of this problem has
been, and doubtless will be again, con-
sidered by the Naval correspondent of
The Times. From the soldier's point of
view the naval defence of a country
situated as the British Isles are to-day
presents difficulties which not even a
marked preponderance of force can with
absolute assurance overcome. The length
of our coasts, the absence of our best
troops overseas; the want of a national
Army which is still only in the forming;
the submarine menace, which keeps our
Grand Fleet often far from the ultimately
decisive point; the Zeppelins, the mines,
and other conditions which are more or
less novel, throw upon Sir John Jellicoe
a burden of responsibility which no one
must underestimate.

From the German point of view, though
the uncertainty of success will be at once
acknowledged, there is the old maxim of
Clausewitz which must never be forgotten
—namely, that we must do the best we
can, even though the chances of success
are against us, when we have no
opportunity of doing anything better.
With an intact Navy and the initiative
much can be done, and as the springs
eternal in the human breast it will prob-
ably be hoped that, while the German
Navy engages the transports escorted
by the older warships may slip across and
complete a landing upon the protection
of mines, submarines, and vessels sunk in
a fairway. There is ample shipping in
German ports for the embarkation of a
quarter of a million men or more, and
from the evidence which we have had of
the calmness with which German generals
sacrifice life to attain their objects we can
be sure that the loss of 50,000 men in
transit will be considered a cheap price
to pay for throwing the remainder ashore.

Are there the troops to spare? Germany
has some three million men on her two
frontiers. But she has four million men
in her active Army, Reserve, and Land-
wehr, besides a million and three-quarters
more in her Landsturm and Ersatz
Reserve. She may have a million recruits
of the new contingent at the depots, and
there are reports that over a million men
who have escaped service in the past have
volunteered. Even if we have to deduct
from all these figures half a million or
more for losses in the field by wounds and
sickness, it will take a great deal to con-
vince us that the number of troops needed
for the invasion of England cannot be
found. The sea passage is, and has
always been, the great, and perhaps the
insurmountable, difficulty, but from the
point of view of shipping and men there
is, we may say, no difficulty at all.

There is much reason why the Germans
should wish to strike at us. The land
campaigns do not at present appear likely
to produce decisive results favourable to
Germany within any period of time that
can be foreseen, and the strain on
Germany is tremendous. We cannot be
positive, knowing broadly as we do the
distribution of German forces, that
Germany has any definite strategy except
to defend herself as best she may.
Antwerp shows that she seeks for the line
of least resistance in order to strike a
blow which may be at least resounding.
She may consider a death-grapple with
our forces at home to be another advance
on the line of least resistance, even though
our sailors may hold other views. A blow
at us would cause all good Germans
unmixed happiness if it came off, and
would give the German Navy the
opportunity for which it longs. It is not
strategy. It is an adventure. The odds
are against success. But still the adven-
ture may be attempted.

The measures which our Government are
likely to take in case of a hostile landing
can only be conjectured. They must, how-
ever, make up their minds whether we
propose to fight on land regularly or
irregularly. In the first case all the
constituted forces fight while the people
remain quietly in their homes. In the
second case every one takes what weapon
he can get hold of and becomes a partisan,
after donning some badge to constitute
himself a proper combatant. It is easier
for a civil population, but it is also easier
for the enemy, when the war is regular.
In both events the public should be
instructed how to act, on the coast, in the
interior, in the towns, and on the farms.
Failing such instruction we may witness
the flight of herds of people from the
danger areas, with their flocks, herds, and
belongings, than which a more fatal bar
to the conduct of operations by the
defending army can scarcely be imagined.
It is useless to issue such instructions
when the enemy is on our shores, for no
one will then attend to them. Conse-
quently we must expect from the authori-
ties a prompt announcement of their
views, including instructions for munici-
palities and private persons, as to the
best means of putting out fires caused by
aerial bombs. The expansion of local fire
brigades must also be considered.

We shall, of course, fight with every man
who has a rifle and forms part of a corps.
But there is no Commander-in-Chief in
the British Isles just now other than the
Secretary for War. The command of a
certain force entrusted with a certain
mission is confided to Sir Ian Hamilton,
but the actions of large masses of armed
men at home escapes his control. We
have great garrisons, large local defence
forces, and other troops, besides the new
armies in various stages of evolution, not
to speak of the National Reserve, all of

whom might well be turned to considerable
advantage. The brigading and rendering
mobile of large groups of these forces to
meet the special case of hostile descents
will hardly have escaped attention. But
unless one mind presides over the whole,
and has complete control for purposes of
command and operations, unity of action
will not easily be assured.

The attack on the British Isles is one
of the most difficult operations that can
be imagined while we possess an unbeaten
Fleet, but the less the chance for the
Germans to bring off a great success on
land the more are they likely to risk a
blow at us. Convinced as we may be that
we are safe under our naval shield, and
knowing as we do that our land arma-
ments improve daily, we must not allow
ourselves to be lulled into a false sense of
security. The more completely we are
prepared the less chance that the stroke
will be delivered.

LAST SCENES IN ANTWERP.

PEOPLE TERRIFIED BY
BOMBARDMENT.

LIGHT FROM THE CITY.

The following message from *The Times*
correspondent, who remained in Antwerp
to the last, gives a vivid picture of
the terror and misery which
oppressed the people during the
bombardment. By the Germans.
After a night of quaking fear the
population, on the first approach of dawn,
gathered up what they could of their
belongings and made for anywhere out of
the city. Some half a million fled, most
of them to Holland. Before evacuating
the city the Belgian troops destroyed
ships and stores that might be useful to
the enemy. The damage caused by the
bombardment is not great.

ROTTERDAM, October 11th.
Those of us who saw the last of the
deserted city on Thursday evening will
never forget the scene. A considerable
proportion of the people had left on
Wednesday and the days preceding the
bombardment, which began on Wednesday
at midnight.

That was a night of terror which the
majority of the population spent sleep-
lessly in cellars, listening to the thunder
of the bombardment without. Many fled
in the hours of darkness, but most waited
till early dawn, when, gathering such
goods as they could carry, they fled by
every available route, by the roads
towards Ghent westwards, by the river
in every kind of craft, and especially by
the high roads leading north towards the
Dutch frontier.

Probably half a million people fled
from the city in terror during 24 hours.
I saw huge crowds jostling in the early
morning to cross the Scheldt by ferry
from the Gare Waas for the railway to
Ghent. I saw streams of people tumbling
and clambering on every kind of craft in
the docks from passenger steamer to scow
and lighter, everything leaving as soon as
loaded for Ostend, Flushing, and other
ports. All the while the roaring of the
guns continued and shells flew over and
dropped close by the panic-stricken
crowds. None, I believe, chanced to fall
anywhere among the massed people, but
the scene was unforgettable. I saw also,
and for many hours both on Thursday
and Friday I mingled with, pathetic and
superstitions pouring on foot and in
every kind of vehicle towards and
across the Dutch frontier.

AN AWFUL PICTURE.

But beyond all there were two experi-
ences—namely, walking through deserted
and shuttered streets which were still
being bombed on Thursday afternoon,
and the spectacle from a lighter anchored
in mid-Scheldt of the terrific bombard-
ment on Friday night when the whole
scene was lighted up by blazing oil tanks
and a score or so of minor fires. No more
awful picture of the horrors of war could
well be imagined. When the people left
the city on Wednesday night and Thurs-
day they stripped it of food for provision
for the journey. By noon on Thursday
the day cabinets still open near the
quays, not a slice of bread was to be
bought. The windows of pastrycooks,
fruiterers, and grocers were shattered and
every sweetmeat bottle was empty, every
shelf bare. That afternoon and night
details of the Civic Guards or Allied
troops were busy destroying all sources
of comfort to the enemy, stopping the gas
and electric light supply, burning stores
of grain and materials, sinking lighters
in the dock basins, and blowing up forts
and bridges.

From my observation and from the
direction of the explosions I believe that
the inner circle of forts were destroyed.
On Thursday evening there cannot have
been more than a few hundred people
except the wounded left in the city,
chiefly nurses and doctors in hospitals
and including no soldiers.

In walking through the city I found
the English Colony Hospital in great
distress. Only 16 patients, all Belgian
soldiers, were there, but these were looked
after by Nurse Ward and Nurse Free-
field, with the assistance of one old man,
known as "Scotty," who proved himself
a hero. The other nurses had been
allowed to depart and Nurse Ward and
Freelield and "Scotty" had carried all
the patients downstairs from the upper
wards to the protection of the lower floor.
At great personal risk both nurses went
alternately through the bombarded streets
to the Red Cross and military hospitals,
begging for help in removing the patients
to other hospitals, but they could get no
help. At 6 o'clock on Thursday evening
I saw them finally get their patients to
safety, and too great praise cannot be
given them for their devotion.

COMPARATIVELY SLIGHT DAMAGE.

Both the British Field and the Stobart
English Hospitals were also still operat-
ing on Thursday evening, and must have
been still there when the Germans arrived
the next day. Probably the last British
to leave before the entry of the Germans
were the English clergyman, the Rev.
Cyril Harrison, and his wife, who, like
your correspondent and one companion,
boarded one of the last batch of lighters
going out of the docks at 7 o'clock on
Thursday evening to lie mid-stream all
night.

The bombardment of Antwerp will, I
believe, prove to have done comparatively
little damage. On Thursday afternoon
there had been a good deal of miscellane-
ous chipping of buildings, smashing of
pavements, and battering down of occa-
sional walls, but I could not see or learn

of any injury on a large scale, or any
destruction of valuable buildings or
monuments. The cannonade on Thursday
night and early on Friday morning was
incomparably the heaviest I have heard
in this war, but it was not a bombard-
ment of the city so much as long range
fighting between the advancing Germans
south-east of the city and the inner circle
of the defending forts and the guns in
positions between the forts. (Though the
shells of both armies flew over the city in
all directions, the amount of injury to
Antwerp itself is still probably small.
Certainly the Cathedral spire and all
other conspicuous features of the city
were intact on Friday morning.)

The Germans, indeed, must have known
well that the city had been evacuated.
Their information throughout has always
been accurate and prompt, and one
dramatic incident of Thursday's exodus
was the circling of a Taube aeroplane at
midday over the roads by which the
refugees streamed northwards. It would
have been absurd for the Germans to
waste ammunition in pounding an empty
city which they were about to occupy
themselves. But I do not believe that this
war will produce an incident more terrific
than that night's cannonade as I saw it
from the middle of the river before the
city. The danger to us was very slight,
but shells flew screaming overhead from
both directions. On the right hand the
remorseless blaze of burning oil tanks
illuminated the city and was reflected
in blood red on the heavy pall of smoke
which covered the sky, while minor fires
broke out at various points, forming an
almost continuous ring round one-third
of Antwerp.

BEAUTIFUL IN DESOLATION.

To us who have been there the bombard-
ment of the city has seemed inevitable,
for it is nearly a week since the forts of
the outer circle began to fall, although
not much of what any correspondent has
written foreshadowing the end seems to
have been permitted to reach the public.
Nevertheless, the expected and was none
the less bitter when it came. It was a
beautiful city apart from its strategic
value to surround the enemy, and it
never looked more beautiful than when
the streets were bare and deserted on the
last tragic day. At 5 o'clock on Friday
morning the lighter hauled anchor and
started to float away from the city down
the stream. Firing was now only
occasional, but frequent heavier explosions
told of the continued blowing up by the
Allies of the remaining forts and bridges.
We could only assume that the silence
presaged the end. The blaze from the oil
tanks had burned itself out, and other
fires were only sending up spirals of
smoke; but overhead the terrible black
pall still hung, compelling the sun, and it
was in eerie twilight we floated down the
stream, while the spires and towers of
Antwerp slowly receded into the distance.

ESCAPE TO HOLLAND.

Within three or four hours apparently
the Germans entered the city from the
other side. I put ashore in a small boat
from the lighter in mid-stream. We
made our way—my companion and I—
by a devious route to the frontier, where
we rejoined the heart-breaking stream of
refugees which we had last seen on
Thursday morning. For some 10 miles
we tramped with the refugees, ourselves
mere individual units in the great mass,
till we reached Bergen-op-Zoom. There
still refugees among refugees, we came by
train to Rotterdam, arriving after mid-
night on Saturday morning.

Looking back over the eventful two days
certain details stand out conspicuously.
The first shock of the bombardment on
Wednesday at midnight. The struggling
crowds on Thursday morning on the
quays and scenes of terror at the boats;
the extraordinary sight of the deserted
streets where the shells still shrieked and
banged; the wild spectacle of Thursday
evening when to the accompaniment of
the sounds of the explosions which shook
the lighters to black and white, the last
boat drew out into the stream; finally,
and most terrible of all, that hideous night
of flames and cannonade while we lay in
the river. All these separately are
unforgettable, but as a background to all,
and perhaps more pathetic than any,
remains the vision of that endless patient
stream of homeless fugitives plodding
with set faces stolidly towards the
unknown.

GERMAN VIEWS OF THE BRITISH
BLOCKADE.

The *Deutscher Ueberseesicht* reports:
Count Reventlow in the *Deutsche Tages-
zeitung* invites America to join in
blockade to Germany, as no effective British
blockade exists, and the German coast is
not blocked by mines. The English
would acquiesce in a breaking of the
North Sea blockade by American ships.

Another report says:—
Count Reventlow calls, in the *Deutsche
Tageszeitung*, attention to the fact that
the German ports are still open for goods,
which are not contraband. There is no
reason why the United States of America
and other neutral Powers cannot ship
directly to Hamburg. Harbour pilots
will be provided, and the route north of
Scotland is absolutely safe.

BRITISH MARINE INSURANCE.

The following official telegram from the
Foreign Office has been received in
Peking:—

London, November 8th.
To guard against interruption of over-
sea commerce or an excessive rise in prices
owing to high insurance rates, His
Majesty's Government put into operation
a scheme for the insurance of ships and
cargoes, at rates fixed by the State and
not exceeding five per cent. This scheme
has been in operation for three months
and, despite the activity of German
commerce-raiders, reductions have been
found possible in the rates which are now
two per cent. for cargoes and one or two
per cent. for hulls.

CELEBRATING THE FALL OF
TSINGTAO.

Fifty thousand members of the Tokyo
Guilds, carrying lanterns and illuminated
designs, celebrated the fall of Tsingtao
on the 10th inst. They visited the Em-
bassy of the Allies and the Belgian
Legation, where, for two hours, they
demonstrated and cheered enthusiastically.
Similar demonstrations took place
before the Foreign Office, War Office
and Navy Office.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE AND BELGIUM.

LOST GROUND RECOVERED BY THE ALLIES.

LONDON, November 16th.
5.45 p.m.To-day's Paris *communiqué* says:—

Between the Lys and the Oise there were only small engagements. We made partial progress with our approach works.

There have been uneventful cannonades on the Aisne and in Champagne.

The enemy again attacked St. Hubert, but were unsuccessful.

A German *coup-de-main* in the forest of Apremont failed.

There has been little activity in the Vosges.

Along the Yser Canal, from Nieuport to a point above Dixmude, there was nothing but simple cannonading. At Esternay there have been further floodings, and the submerged country now extends south of Dixmude to within five kilometres of Bixchoote. The enemy's troops endeavoured to cross the canal between the Dixmude Canal and East of Bixchoote but were hurled back beyond the bridges. A German regiment was annihilated southward of Bixchoote.

Two German attacks southward of Ypres were repulsed. In the evening we assumed the offensive, and re-captured the *points d'appui* which the enemy took some days ago.

LONDON, November 17th.

A Paris official *communiqué* issued in the evening stated that the situation was unchanged.

WAR LOAN OF FIVE HUNDRED MILLIONS.

THE ENORMOUS COST OF THE WAR.

LONDON, November 16th.

In the House of Commons, the Prime Minister (Mr. Asquith) proposed a Vote of £225,000,000. He said the recent Vote of £100,000,000 had been expended in the actual conduct of our military operations, in loans to our Allies, and in securing the country's food supplies, especially sugar. The new Vote was principally for Army and Navy expenditure, and also for loans of our own, amounting to £43,000,000; to Belgium £10,000,000; and to Servia £300,000. Interest was not chargeable until the end of the war. Then there were the Dominion loans. He pointed out that in the ordinary course South Africa, Australia, New Zealand, and Canada were compelled to go to the London market. The Government would relieve them of that necessity to the extent of £30,250,000. The cost of the war was £1,000,000 per day, which did not exceed the estimates, based on the enormous scale of the operations. He could not hold out hope that the actual expenditure was likely to diminish. That day's vote of £225,000,000 would provide till April, and leave a reasonable margin.

The House of Commons passed the vote for £225,000,000 and also sanctioned the raising of another 1,000,000 men for the new Army.

LATER.

The *Daily News* learns that a War Loan of £500,000,000 will be raised in two instalments.

PRINCE OF WALES GOES TO THE FRONT.

LONDON, November 17th.
1.30 a.m.

H.R.H. the Prince of Wales has gone to the front. It is understood that he will be attached to Field-Marshal Sir John French's Staff.

The Prince was enthusiastically received by the troops on landing at Boulogne yesterday morning. His Royal Highness talked with the wounded in the train at the Quai.

PROMOTION FOR LIEUT.-GENERAL SIR DOUGLAS HAIG.

LONDON, November 17th.

Lieut.-General Sir Douglas Haig has been promoted to the rank of General for distinguished service.

NINE VICTORIA CROSSES CONFERRED.

LONDON, November 17th.

It is announced in the *London Gazette* that the Victoria Cross has been conferred on five officers and four non-commissioned officers. Three have died of wounds.

THE DEATH OF FIELD-MARSHAL LORD ROBERTS.

"A MOST DISTINGUISHED AND ILLUSTRIOUS SOLDIER."

LONDON, November 16th.

In the House of Commons, Mr. Asquith expressed the regret of the House at the death of "that most distinguished and illustrious soldier," Lord Roberts, and will move to-morrow a formal resolution to that effect in the House.

EARL ROBERTS' LAST WORK.

LONDON, November 17th.

The Press Bureau announces that the late Earl Roberts made a lengthy journey round the positions on Thursday, which was a cold day, and on Friday inspected numerous units *en route*, including the Indian troops. He was everywhere greeted with enthusiasm and affection.

A NATIONAL MONUMENT.

LONDON, November 16th.

The Government will place before both Houses of Parliament to-morrow a motion for a national monument to the late Lord Roberts.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN OPERATIONS.

GERMAN CAVALRY FROM WESTERN AREA COVER RETREATING TROOPS.

LONDON, November 17th.
12.55 p.m.

A Petrograd *communiqué* states that after a victorious battle at Warsaw the Germans are retreating. They completely destroyed the railways, compelling us to rebuild even the smallest aqueducts. Thus the enemy gradually succeeded in reaching his own territory and began a new concentration. The troops were covered by masses of cavalry from the western theatre of war, reinforced by Austrians, and resulting battles are now developing along the Lentschitzka Uncoiff front.

The Germans in East Prussia endeavoured to take the offensive at Stalluponen and Possesern and several other points. They simultaneously failed and were compelled to retire.

Fighting continues at Soldau and Neidenburg.

Our offensive against the Cracow and the Galician front has been maintained, and we captured ten officers and one thousand men southward of Lysko.

CRACOW REPORTED TO BE BURNING.

LONDON, November 17th.
5.25 a.m.

It is reported in Venice that part of Cracow is burning, and that the city is invested in the north and is expected to fall immediately. The inhabitants are fleeing.

[Cracow is the capital of the crownland of Galicia, and is a fortified town walled and surrounded by forts on both banks of the Vistula. Its situation on the left bank of the Vistula is considered to give it an important strategical position.]

THE POPE AND PEACE.

LONDON, November 17th.

His Holiness the Pope has issued an encyclical urging the belligerents to make peace.

H.M.S. "CANOPUS" SAFE.

LONDON, November 16th.
8.40 p.m.

The First Lord of the Admiralty (Mr. Winston Churchill) has announced that H.M.S. *Canopus* is quite safe.

THE JAPANESE OCCUPATION OF TSINGTAU.

Mr. S. Imai, Consul-General for Japan, sends us the following official report which reached him yesterday morning:—

The Army Department published the following on the 10th inst.:—

"Having transferred the principal men, horses, etc., by noon of the 14th November, in conformity with the capitulation, the Eighteenth Army Division has completed the occupation of Tsingtau."

THE MAN WHO DIDN'T.

A FEW THINGS IN WHICH THE KAISER HAS FAILED.

BY CHARLES EDWARD JENNINGS
(Marmaduke).

Is the Kaiser a failure? The reply to the question should be found from marshalling together some ascertained facts with regard to the war:—

- (a) The German Minister at Brussels failed to discover that the Belgian Government would prohibit the passage of German troops through Belgium.
- (b) The German Ambassador at Rome failed to discover that the Italian Government would not support Germany in the circumstances which have arisen.
- (c) The German Ambassador to the Court of St. James failed to discover that Great Britain would go to war were the neutrality of Belgium violated.
- (d) The German Ambassador to the Court of St. James failed to perceive that, in the face of such a crisis as had arisen, all internal dissension prevailing here, however acute, would at once subside.
- (e) The German Military Attaché at Brussels failed to perceive that Belgium would be enabled to offer very serious resistance to the German forces were the Kaiser to insist on violating the neutrality of that country.
- (f) The German Military Attaché at Vienna failed to discover that the Austro-Hungarian army was as inefficient as it appears to be.
- (g) The German Ambassador at Tokyo failed to discover that Japan would, in the circumstances, support the Allies.
- (h) The essential feature of the campaign prepared by the German Emperor and his Grand General Staff was that France should be invaded with the utmost rapidity for the purpose of striking a decisive blow at that country before her mobilisation could be completed.

That essential condition has failed to be secured.

- (i) The entire well-considered plan of campaign prepared by the Kaiser, together with his Grand General Staff, for such a crisis as has arisen has been upset, and another plan, hastily evolved, has been substituted in its place.
- (j) The "race-against-time" project has had to be abandoned.
- (k) Germany set out, originally, to occupy Paris and virtually to conquer France in six weeks; and Germany has not yet even conquered Belgium, with which country, in effect, Germany had no quarrel previous to the outbreak of hostilities.
- (l) Count von Moltke, the Chief of the German Grand General Staff, and Prince Lichnowsky, who was German Ambassador in London when war between Britain and Germany

was declared, are said to be in disgrace, and General von Hindenburg is said to have been transferred to the command of another branch of the German army.

- (m) It is estimated that the direct cost of the war to Germany is three million pounds a day—that is, in the seventy days since hostilities began two hundred and ten millions! The indemnity exacted by Germany from France in 1870—after nearly a year's successful fighting—was about two hundred millions!

The indirect cost to Germany, through decrease of trade, etc., should amount to treble the sum—making altogether a grand total of eight hundred and forty millions to date! In a few days more this will reach the colossal sum of one thousand millions, with no other result than the partial conquest of Belgium, with which originally Germany had no quarrel!

To aim at Paris and hit Antwerp is indifferent shooting.

- (n) The men who occupy the most important offices round the Kaiser are mostly men who have undisciplined their own opinions to those entertained by him. The character of the German Emperor brooks little opposition from his subordinates; such a condition is obviously not suited to the encouragement of strong, original, or great character.

- (o) There is:—
War on the land.
War on the water.
War in the air.
The economic conditions.
And the democratic element.

Until now it is impossible to contend that Germany has succeeded in the direction of the war on the land; that her fleets have been eminently successful upon the sea; that Zeppelins and other kindred craft have worked wonders in the air; or that the economic conditions have developed favourably for her. The democratic element cannot as yet figure in any consideration of the kind attempted here. This certainly is not "as in 1870."

CHINA'S CLAIM TO THE "GARDEN OF EDEN."

We understand that Messrs. Kelly & Walsh are publishing a book by Mr. Tse Tsan Tai proving that the Garden of Eden—the Cradle of The Human Race—is not in Armenia, or the Euphrates Valley, but in Chinese Turkestan, and that the Chinese originated there. He also proves in his book that the ancient Chinese history of the Creation and the Flood is the same as Genesis of the Bible. The author hopes that his discovery will result in the whole Chinese race and other nations believing in the Bible; that it will mean the end of War; and finally, that it will lead to Universal Peace and the Brotherhood of Man.

Mr. Tse may give a lecture at the Hong Kong University after his book is published.

WAR NEWS.

"THE HEROIC DEFENCE OF TSINGTAO."

KAISER AND "THE MODEL SETTLEMENT OF GERMAN CULTURE."

In a telegram sent to Dr. Kaempf, President of the Reichstag, the Kaiser says:—

"The heroic defence of Tsingtao, this model settlement of German culture, built by many years' labour, brings to the spirit of faithfulness unto death, which the German people has shown so often, new laurels in a defensive war fought by the army and the navy against a world of hatred, envy and covetousness, which, if it is God's will, will not be vain."

GERMAN PRISONERS WELL TREATED.

The following telegram from the Foreign Office, London, dated November 3rd, was received by the British Legation in Peking:—

The *Dresdener Anzeiger* reports a statement by the German Foreign Secretary that the American Ambassador in London was requested to make personal inquiry into the treatment of German prisoners, and if complaints were substantiated to urge immediate redress. The Representative of the American Embassy in London specially charged with German interests visited several camps where German prisoners are interned, and made a report pronouncing that the conditions were satisfactory.

PRISONERS CONSTRUCTING MILITARY WORKS.

Pictures in the German papers show that French and Belgian prisoners are being forced to construct military works directed against their own countrymen. This is quite contrary to all rules of international agreement.—British Foreign Office telegram.

UNEMPLOYMENT IN GERMANY.

According to the German newspaper *Vorwärts* of 23rd October the German Metal Workers Union paid out over £150,000, for the benefit of unemployed members of the Union during the first nine weeks of the war although, up to 8th October, over 182,000 of its members were serving with the colours. The same paper reports, on 29th October, that the percentage of unemployed members of the Textile Workers Union was 15 per cent. In September, hence over 200,000 members of the Union were unemployed.—British Foreign Office Telegram, November 8th.

The Imperial Labour Gazette of Copenhagen gives the unemployment statistics of Germany for August, the average percentage of unemployment being 21.3 in each of fifty-two trade unions as against 2.5 of August, 1913. There are now approximately 1,000,000 unemployed in Germany of which Berlin's share is 100,000.—British Foreign Office Telegram, November 9th.

GERMAN WAR NEWS.

THE EASTERN THEATRE OF WAR.

BERLIN, November 10th.

The main interest is now fixed upon the Eastern theatre of war. But the beginning of actual operations have not yet been announced. Major Morath explains in the *Berliner Tageblatt* that the operations in Poland have not yet reached the point where the leaders were justified in explaining the situation. But in proper time people will learn what is happening. In the meantime the assurance can be given that no fear must be entertained that Russians will invade German territory in force. Owing to the extent of the frontier, patrolling forces may penetrate into German territory, but the East Army is stronger than ever and can stop any advance.

THE FIGHTING AT YPRES AND ARGONNES FOREST.

BERLIN, November 10th.

The Foreign Office (German) publishes the following report:—

Headquarters, November 10th. Our offensive near Ypres made yesterday further slow progress. More than five hundred English and coloured French soldiers have been taken prisoners, and several machine guns have been captured. We have gained ground also further south. Strong English counter-attacks have been repulsed.

We have made good progress in the Argonnes Forest and have easily repulsed the enemy's attacks. Our cavalry has routed near Konin in Russian Poland, a Russian battalion and has captured five hundred prisoners and eight machine guns.

BERLIN, November 11th.

The *Deutscher Ueberseesender* reports:—The significance of the last official reports from the Western Theatre of war is increased by the fact that the words "good advances" are used in connection with the conflicts in the Argonnes. That is the first time that this expression is employed concerning battles in this district.

[The French official reports have shown no justification for a German use of the words.—Ed.]

THE SEA FIGHT OFF CHILE.

KAISER IN ECSTASIES.

The following is from a Berlin telegram appearing in Shanghai papers:—

Rear Admiral Schlieper (retired) praises the superiority of the German Admiral in the sea battle off the Chilean coast, who made splendid use of the position of the sun and the direction of the gale.

His Majesty, the Kaiser, replying to a telegram from the Bremen Senate with reference to the naval victory off the Chilean coast, has wired: "I rejoice with the whole German nation over this splendid proof of true German sailor spirit, and I pray to God that he will still grant our weapons victory and will confound all plans of our enemies for the destruction of the German being and the German influence."

SUPREME COURT.

Tuesday, November 17th.

IN SUMMARY JURISDICTION.

BEFORE THE PUISNE JUDGE, MR. F. A. HAZELAND.

JUDGMENT FOR PLAINTIFF IN THE TRAMWAY ACTION.

His Lordship delivered a written judgment in the action in which J. S. Chalmers, a surveyor in the Public Works Department, sued the Hongkong Tramway Company for the recovery of damages amounting to \$1,000 for alleged wrongful arrest.

At the hearing it was added that plaintiff rode on a tram-car from Shaukiwan to the Post Office and on showing his ticket to one of the Company's inspectors on the Causeway, Bay-Wharf Street section was told that it was not the proper ticket. Plaintiff contended that it was the one issued to him, and the conductor admitted that plaintiff had paid his fare. Plaintiff went to the police station with a Sikh policeman who was called by the inspector, and he alleged that he was given in custody by the inspector.

Mr. F. C. Jenkin (instructed by Mr. P. W. Goldring) represented plaintiff; and Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton, of Messrs. Denoon, Looker, Deacon & Harston) defended. In the course of his judgment his Lordship said he would first express his views with respect to the witnesses who were called as to the question whether plaintiff did or did not exhibit the right ticket. He then proceeded:—

"J. S. Chalmers (plaintiff)—This witness' demeanour in the witness-box was of the very best, and created a most favourable impression on my mind. "John Spink—This witness' evidence was taken by me *de bene esse*; his demeanour was excellent and it created a most favourable impression on my mind. "Ip Cheung, the ticket collector—This witness' demeanour was of the very worst. It created a most unfavourable impression on my mind. It was, moreover, aggressive and over-bearing."

"Jesse Ashton Young—In my opinion this witness' memory failed him as to what the plaintiff told him with respect to what happened to the ticket. It is impossible to think that the plaintiff could have said to Inspector O'Sullivan that he had produced the right ticket, and that within a couple of hours he would have told a different story. This witness took no note of what the plaintiff told him, whereas Inspector O'Sullivan did take a note with respect to the plaintiff's statement. "Lam Ki Chi—His demeanour was bad and created an unfavourable impression on my mind."

"On the evidence I find that the plaintiff did produce the right ticket."

His Lordship added that there were two questions plaintiff had to prove:—(a) Whether plaintiff was arrested by the ticket inspector, and (b). If he was arrested by the ticket inspector did the ticket inspector have authority to arrest. On the evidence he found that the ticket inspector was the moving party in the causing of the imprisonment of the plaintiff within the meaning of the rule laid down in the case of Warner v. Riddiford. As to the second point, he was satisfied on the evidence adduced that the ticket inspector had no knowledge of the verbal instructions of the Tramway Co., and that he acted under the instructions contained on page 18 in the printed instructions of the Company. "I need hardly point out to the defendant Company," proceeded his Lordship, "the inconvenience and great danger of having two different sets of instructions; verbal instructions that their employees are not to arrest, and written instructions, both in English and Chinese, that they can arrest."

As to the question of damages his Lordship said: "A big distinction has to be made between the case of where a person is taken forcibly to the station, and where he is requested to walk up to the station by the side of a cartable. In trying a case for false imprisonment a few weeks ago where the facts were similar, I awarded a sum of \$250. That is, in my opinion, the sum I should award in this case. Judgment for plaintiff for \$250 and costs. I certify for Counsel."

INTIMATIONS

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NEW ADVERTISEMENTS

NOTICE

I HAVE this Day established myself and shall carry on Business as formerly at No. 2, Connaught Road Central as a Ship and Freight Broker and Commission Agent under the style of "SNOWMAN & COMPANY."

Dated the 17th day of November, 1914.
A. W. SNOWMAN. [1369]

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"NAGOYA,"
Captain W. H. Sneyd, M.A., will leave for the above places TO-DAY, the 18th inst., at 3 P.M. For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 18th November, 1914. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAGOYA,"
Arrived Hongkong on 17th Nov., 1914, from ANTWERP, LONDON, KALTA, PORT SAID, SUZ, & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 4 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on Monday and Thursday. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th November, 1914. [1]

FOR THE LADIES.

MADAME D. C. CASULLI, a Parisian Dressmaker and Certified Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firms of OLIVAN-BREYET, DOUILLLET, and BEEB of Paris—a Special Firm for purchases in Paris.

"GRANDS MAGASINS DU LOUVRE" OF PARIS.

Sole Agent for Hongkong, Kowloon, Macao and Canton. All Goods coming from that Firm are to be sold at the same Rate as in Paris. The latest Catalogue will be placed at the disposal of the Ladies, if required.

MADAME D. C. CASULLI,
PEAK HOTEL,
Rooms Nos. 91 and 92.
Hongkong, 4th November, 1914. [1318]

LANCASHIRE INSURANCE COMPANY.

Now Merged in

THE ROYAL INSURANCE COMPANY, LIMITED.

I HAVE Appointed Messrs. DAVID SASSOON & CO., LTD., as AGENTS for the above Company for Hongkong and District.

C. J. G. HILL,
Resident Secretary for the Far East.
Hongkong, 16th November, 1914. [1359]

LANCASHIRE INSURANCE COMPANY.
Now Merged in
THE ROYAL INSURANCE COMPANY, LIMITED.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates.

DAVID SASSOON & CO., LTD.
Hongkong, 16th November, 1914. [1366]

ROYAL INSURANCE COMPANY, LTD., OF LIVERPOOL.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates.

W. R. LOXLEY & CO.
Hongkong, 18th November, 1914. [1360]

WANTED.

YOUNG ENGLISH LADY. Married, at present in Shanghai, desire position as Nurse, Nursery Governess, or Maid, experienced and trustworthy.

Apply to—
Box 13.
Care of "Daily Press" Office.
Hongkong, 18th November, 1914. [1349]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS desiring of Subscriptions for a SUBSCRIPTION GRANTIN for the next Race Meeting will oblige by sending their names in to the Undersecretary on or before the 20th November.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 12th November, 1914. [1347]

WITZKE & COMPANY.

THE MEDICAL HALL.

THE CREDITORS of the above-named Firm are hereby required to send all Claims to the Undersecretary, who have been Appointed LIQUIDATORS.

BENJAMIN & POTTS,
Liquidators.
Hongkong, 7th November, 1914. [1339]

FRENCH LESSONS

G. MOUSSEON,

15, MORRISON HILL ROAD.

[1173]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 20th July, 1914. [1382]

YEW LEE.

AB CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS

AND COMPRADORES.

15, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914. [1385]

FOR SALE CHEAP.

SEVERAL BAGS OF SLACK COAL

Suitable for use in Steam Launches.

Apply—
"MANAGER,"
Hongkong Daily Press Office.

Hongkong, 29th October, 1914.

WAR MAPS

AND

SMALL NATIONAL FLAGS

to mark the progress of

THE WAR.

FOR SALE AT—

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

Hongkong, 15th October, 1914. [1394]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants,

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers, General

Storekeepers and Shipchandlers, Nos. 35 and

37, KING JONG STREET 2nd St. West of

Central Market.

Telephone No. 615. [46]

TO LET

TO LET.

OFFICES, in St. George's Building, Second

Floor, Immediate Possession.

Apply to—

SHEWAN TOMES & CO.

Hongkong, 29th August, 1914. [1367]

TO LET.

TO LET.

IN ALEXANDRA BUILDINGS,

VERY CONVENIENT OFFICES

AND ROOMS. Including a Fine Commodious

Suite.

Apply—

SECRETARY,

A. S. WATSON & CO., LTD.

Hongkong, 23rd October, 1914. [1323]

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TO LET.

HOUSES in CLIFTON GARDENS,

Conduit Road.

1, HILL SIDE, 110, THE PEAK.

GODOWNS, New Prince Kennedy Town.

GODOWNS, at Wanlan Road.

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THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

Hongkong, 6th November, 1914. [1001]

TO LET.

TO LET.

NO. 9, MOUNTAIN VIEW, PEAK.

21, CONNAUGHT ROAD CENTRAL.

69, QUEEN'S ROAD CENTRAL.

Apply to—

M. J. D. STEPHENS,

15, Bank Buildings.

Hongkong, 16th October, 1914. [1254]

TO LET.

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVEST-

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Hongkong, 1st November, 1914. [1253]

TO LET.

TO LET.

FLATS in Humphreys Buildings and

Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Buildings.

Hongkong, 12th November, 1914. [1245]

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AGENTS FOR

SHILLCOCK'S "McGREGOR"

FOOTBALL

BOOTS

\$5.00 to \$10.00 per pair.

SHILLCOCK'S "McGREGOR"

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PRICE \$11.50 EACH COMPLETE.

OTHER QUALITIES

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GENUINE "BRODIE"

FOOTBALL NETS.

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LIBERAL DISCOUNT TO CLUBS.

LANE, CRAWFORD & CO.

ENTERTAINMENTS

A. D. C.

THEATRE ROYAL.

MATINEE! MATINEE!

TO-DAY AT 4 P.M.

Children Half-Price.

"THE BLUE BIRD"

A FAIRY PLAY IN 5 ACTS,

BY

MAURICE MAETERLINCK.

UNDER the Distinguished Patronage of H.E. SIR F. H. MAY, K.O.M.G.,
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IN AID OF

THE PRINCE OF WALES' FUND.

100 PERFORMERS, 50 CHILDREN, 20 TRAINED BIRDS.
A SPECIAL CORPS DE BALLET OF 25.

ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.

FIFTH AND FINAL PERFORMANCE,

SATURDAY, NOV. 21st.

POPULAR PRICES!!

Dress Circle and Stalls \$2.

PIF 50 Cents

COMMENCING AT 9.15 P.M.

Booking Now Opened at MOUTRIE'S.

Hongkong, 16th November, 1914.



AMULET SMOKING MIXTURE.

It Smokes Cool and Delightful in any Shaped Pipe.

It is made in an English Factory by British Workmen and Sold by the British

Firm of

A. S. WATSON & CO., LTD.

2 OZS. TIN FOR 50 CENTS.

Hongkong, 17th November, 1914.

[1364]

BANKS

BANK OF CHINA.

GOVERNMENT BANK.

(SPECIALY AUTHORIZED BY PRESIDENTIAL

MANDATE OF 15TH APRIL, 1913.)

Authorized Capital \$60,000,000.

Paid-up Capital \$10,000,000.

HEAD OFFICE: PEKING.

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CANTON BRANCH:

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [1243]

INTERNATIONAL BANKING CORPORATION

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LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

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CAPITAL PAID-UP (U.S. Gold) \$3,500,000

RESERVE FUNDS 4,000,000

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All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager

9, Queen's Road,
Hongkong, 22nd October, 1914. [1359]

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NO. 5, CONDUIT ROAD—Repaired,

Repainted and thoroughly Renovated.

Complete installation of Electric Lights,

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RICHMOND HOUSE, 11, Robinson Road

Now under repair. Can be renovated and

repaired to suit tenant's taste. Garden and

Tennis Court.

For further particulars apply to—

H. M. H. NEMAZEE,

10, Des Vaux Road.

Hongkong, 3rd November, 1914. [1310]

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TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st November, 1914. [1331]

TO LET.

TO LET.

RAVENSHILL WEST, No. 2, Park Road,

Tennis Court.

Apply to—

DEACON, LOCKER, DEACON &

HARSTON

Hongkong, 29th October, 1914. [1303]

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NO. 19, 21, 23 and 25, SHELLEY

STREET, Newly Painted and Colour-

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No. 19, BELLIOS TERRACE.

"KIRKENDAL" Furnished, No. 122,



NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



By Appointment to
His Majesty King George V.

-it must be Bovril

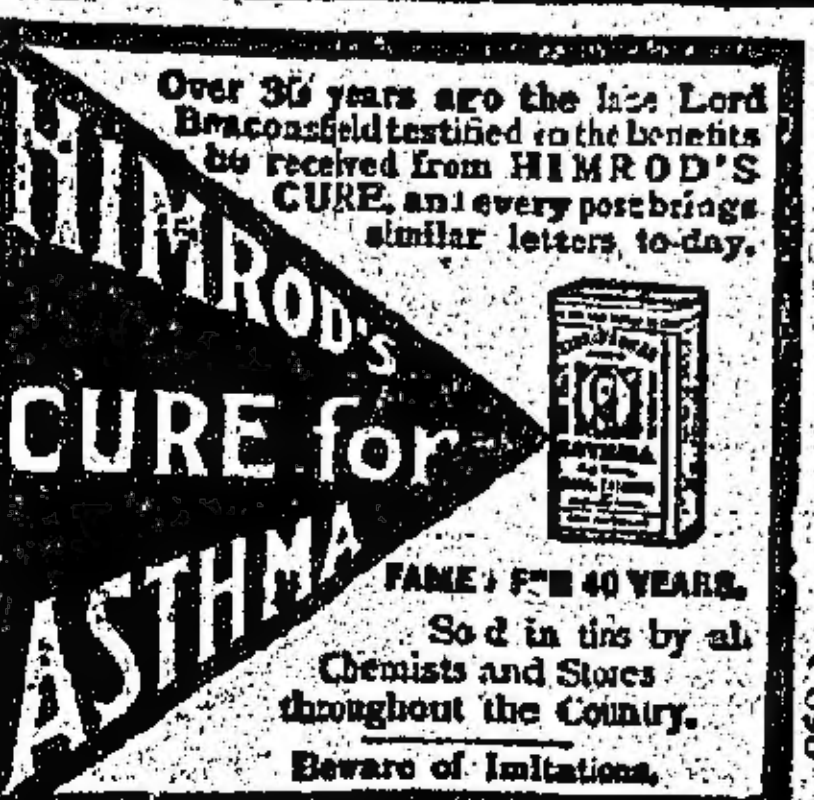
Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken



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(CHAPOTEAUT)



LADIES SAFE REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.
CHAPOTEAUT, 4 rue Vivienne, Paris.
Solely by Chemists.



PASSAGE ON THE GERMAN MAIL.

SUCCESSFUL ACTION AGAINST THE N.D.L. AGENTS.

A case of considerable interest, involving circumstances such as have been experienced by a large number of people who were travelling on German liners when war broke out, was decided by Mr. Dyson in the District Civil Court yesterday, says the *Straits Times* of the 7th inst. The plaintiff was Mr. Alfred Lee, who sued Behn, Meyer & Co. for \$246.70, being damages for breach of a contract to supply plaintiff's son with a passage from England to Singapore and back, and alternatively for money paid on a total failure of consideration.

From the evidence it appeared that on June 4th plaintiff went to the office of Behn, Meyer & Co., whom he knew to be the agents for the Nord Deutscher Lloyd, and enquired about a passage for his son, a schoolboy, from England to Singapore and back. He paid the price of a ticket and received an order signed by defendants as agents for the N.D.L. which could be exchanged for the return ticket from Singapore within a certain time. The assistant whom he spoke to informed him that a similar order would be sent to his son in England for the outward passage. The boy sailed from England on the *Bulow* on July 28th, but was landed at Lisbon, from where he wrote to plaintiff. On being landed he was given an order signed by the paymaster of the *Bulow*, an order for the continuation of the voyage from Lisbon to Singapore. The *Bulow's* voyage apparently was abandoned at Lisbon.

THE LEGAL POSITION.

These being the facts, says his Honour in his judgment, it is necessary to consider the legal position of the parties. Plaintiff says he made a contract with defendants personally and that contract was contained in the conversation with defendants' assistant. Defendants say they were not contracting personally but as agents of the N.D.L. and that two contracts were entered into, one contained in the document handed to plaintiff and the other in the document sent to his son. Before considering the fact of this particular case let us consider what would happen in ordinary times. A man goes to defendants to engage a passage by the N.D.L. which he knows to be a foreign firm. If he were asked whom he was contracting with he would certainly say that the relationship between defendants and the N.D.L. had nothing to do with him, he was contracting with defendants and would hold them responsible. Supposing a dispute to arise it is extremely improbable that defendants would risk certain unpopularity by setting up the defence that they were merely agents and that therefore the action would not lie. In making these remarks I do not wish to cast any reflection on the course adopted by defendants. The circumstances are unprecedented and they can. In the present case plaintiff believed he was contracting with defendants personally, and I believe that defendants, if asked at the time whom the contract was between, would have said that the contract was between plaintiff and themselves either as principals or as agents of the N.D.L. I believe that this refinement of here being two contracts was discovered by the ingenuity of defendants' solicitors and never entered their heads at the time the contract was made. I find therefore that contract was contained in the conversation between plaintiff and defendants' assistant. It is a well-known rule of law that the agent of a foreign principal is personally liable for contracts entered into on behalf of his principal, unless he contracts himself out of his liability. In this case there is no evidence that the assistant ever said anything to show that defendants were acting merely as agents, and therefore I must hold them personally liable on the contract. In the course of the argument it was suggested that this verbal contract would be void under the Statute of Frauds, but I am satisfied that where the consideration is wholly executed by the plaintiff, the Statute of Frauds does not apply.

THE LAW ON THE CASE.

Referring to another line of defence his Honour said:—Now it might be argued that the contract between the parties is based on the continuance of peace. In fact that is what the defence I am dealing with amounts to. Then on the analogy of the case, *Appleby v. Myers*, L.R. 2 C.P. 651, the parties would be excused from further performance of the contract. Defendants would get nothing for the voyage as far as Lisbon and must return plaintiff's money.

The next defence relied on was that passage money paid in advance was not recoverable under the circumstances. His Honour dismissed that.

The final defence was that defendants were not liable because they had already remitted the money to their principals. Defendants, says his Honour, have a running account with the N.D.L. and their books show that they remitted large sums to them by telegram in June and July. If the sums received by them on behalf of their principals are taken to be remitted consecutively in order of date, then the amount paid by plaintiff has been remitted to the N.D.L. It is, however, not denied that defendants have in hand a sufficient sum of money belonging to their principals to meet plaintiff's claim. The general rule where the agent contracts as principal is laid down in *Bowstead*, Article 125. The agent is personally responsible, whether he has paid over the money to his principal or not. The rule is founded on common sense. It would be manifestly unfair if an agent, after acting as principal, could immediately relieve himself of all liability by paying the money over to his principal.

His Honour found that all the defences to the claim failed and gave judgment for plaintiff with costs. Mr. Upcott announced his intention to appeal.

WM. POWELL, LTD.

TELEPHONE 346

HAVE JUST RECEIVED IN THEIR

TAILORING DEPT.
THE NEWEST AND BEST
IN
TWEED AND DRESS SUITINGS.

HOMESPUN HARRIS AND DONEGAL

TWEEDS FOR SPORTS WEAR
A SPECIALITE.

SEE WINDOW.
WM. POWELL, LTD.,
HIGH-CLASS TAILORS.

TALES OF THE NAVAL BRIGADE.

EXPERIENCES OF THE BRITISH AT ANTWERP.

A WOMAN SPY.

THE TERRIBLE "JACK JOHNSONS."

The men of the Naval Brigade who reached London on October 14th bore ample traces of their terrible week in the trenches at Antwerp and their forced march to the coast. Weary, and dirty but in splendid spirits, they chatted of the ordeal through which they had passed.

"When we left Deal we understood we were going to Dunkirk for some sort of exercise," a smart, well-set-up London Naval Volunteer told a representative of the *Pall Mall Gazette*. "If we had known we were going on active service some of us would not have taken all the things we did—and have left behind."

There was no word of complaint, only that they might have been told that serious work was expected of them. "When we got into the trenches at Antwerp we soon realised what we were in for. It wasn't exactly breaking a man in gently to begin with, Jack Johnsons, but there were no shirkers. I was somewhat more fortunate than the majority of the others, as I was able to act as interpreter, and saw a good deal of the fortifications of the city itself, but I can't say much about what happened, for the simple reason that I don't know. It all seems like a rather bad nightmare at present, and I can't get the hiss and roar of the shrapnel and shell out of my ears yet."

SPIES EVERYWHERE.

"The 'Jack Johnsons,' as they are called, left us helpless. They are terrible weapons. I saw one of these big shells burst from my bomb-proof. It burst near some big trees—trees with trunks about three feet in diameter—and tore down no fewer than seventeen of them, ripping them like matchwood and flinging a great cloud of earth skywards. The Germans got the range nicely, but there's little to be wondered at in that. There are spies everywhere. You can't trust a man or woman unless you know them. Here is one instance."

"We had just changed position, and got comfortably into a newly-dug trench when a nurse came along waving her arms in the air and asking if there were any 'poor wounded' there. A moment later she had vanished. The next we knew was that the dear soul had made straight for a mill some distance off, and from there signalled to the Germans, enabling their gunners to locate us. That sort of thing is going on wherever the Germans are, and even in one short week there were hundreds of instances."

"Shrapnel was the worst, and some of us in the trench in which I had a part of my trousers leg torn off, a tin can in which I was boiling water for tea was riddled, and a blast from a 'Jack Johnson' shell rolled me head over heels. There was no sleep for anybody, and food was scarce, so, taking it all round, one week at Antwerp was a grim sort of introduction to warfare. I don't know and I don't care why we went, but the brigade has no reason to feel other than proud of its work."

The scenes by the way as the men performed the forced march of over thirty miles to Wilrijk are likely to remain for ever a terrible memory.

REFUGEE TRAGEDIES.

"Thousands and thousands of refugees covered the roads for miles. I would rather face the Germans for a year than witness such scenes again for an hour. Women with little children fastened to them and others dragging along at their feet, old women who could scarcely hobble dragging themselves forward, and old men carrying bundles containing all they had saved of their worldly belongings, with terror and grief on every face. If a child strayed it was left to remain a pathetic little figure in the surging stream until heaven knows what, if a woman gave in in despair and sheer exhaustion the too was left. Many fell out to die. When the day of reckoning comes Company will have an awful price to pay if justice is meted out to her for the torture of Belgium."

Several opinions were expressed as to the cause of the men now interned in Holland losing their way, but the most generally accepted was tersely expressed thus, "The pontoon bridge at Antwerp was blown up in the belief that all the men had crossed, but they had not, and those who remained on the Antwerp side of the river had to find another way, and took the wrong one, probably assisted by a spy."

"Is there any truth in the statement that a spy was shot?"

SEARCHED AND SHOT.

"Certainly. He was a man who spoke French volubly. He offered his guidance, and his offer was accepted, but not without caution. Very soon he was leading us astray. He was instantly searched, and, no doubt remaining, he was shot."

The strain through which these gallant lads had passed was suddenly illumined by just a chance remark before leaving the station.

"Now come home, dear," the proud but anxious mother pleaded gently. "All right, mother, but you must let me put alone for just a little while where there is no noise and no excitement and"—with a tightening of the lips—"no war."

H. K. V. R. ORDER NO. 32.

BY MAJOR WARREN, COMMANDING H.K.V.R.

1. PARADES.—As ordered. The attention of all ranks is called to paragraphs 3 and 4 in orders dated 13th October, 1914, which are as follows:—

"3. Written applications for leave of absence from Parades must be forwarded to Company Commanders, who will only grant such leave for sufficient reasons. In case of sickness, a medical certificate must be obtained from one of the Volunteer Corps Medical Officers."

"4. Company Sergeant Majors (or, if absent, senior sergeants of Companies) will furnish a list of absentees to the Adjutant, together with the 'Parade State'—one for each Company—before noon on the day following the Parade."

2. FIELD DAY.—As ordered for Sunday, 22nd inst. All ranks of Nos. 1 and 2 Companies are required to attend, and all unexcused men from No. 3 Company.

L. G. BIRD, Captain, Adjutant, H.K.V.R.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
CURES RHEUMATISM, GOUT, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION NO. 2
CURES BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION NO. 3
CURES BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
A CURE FOR YOU!
EASY TO TAKE
LASTING CURE
DO NOT STOP TAKING THERAPION! IT IS ON THE WAY TO YOUR DOOR!
100 ST. ON MOVING THERAPION.

ON SALE.

ROUND VOLUMES of the **HONGKONG WEEKLY PRESS**, JANUARY to JUNE, 1914, WITH INDEX. Price \$5.50.
(In Sale at the "HONGKONG DAILY PRESS" Office.)
Hongkong, 1st August, 1914.

MOUTRIE PIANOS

are **BACKED**

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GUARANTEE

for **FIVE YEARS.**

PRICES FROM **\$385**

EASY TERMS CAN BE ARRANGED.

EXCLUSIVE DISTRIBUTORS:

S. Moutrie & Co., Ltd.

[512]

INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VIGES ROAD, TEL. 289.

ALWAYS IN STOCK.

[1049-2]

USE ONLY

DUTT'S "MANGO" BRAND CHUTNEYS AND CURRY STUFFS

AND
"EAST INDIAN CONDIMENT CO."

BRAND INDIAN CONDIMENTS.

SREEKISSEN DUTT & CO.,

CALCUTTA,

THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[825]

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 85' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Sheds ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

JOHN L. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 160 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address:—"TAIKOO DOCK."

[50]



A good—Judge of Cocoa will tell you that
VAN HOUTEN'S
is the best **COCOA**
pure digestible delicious & goes farthest.
Get the VAN HOUTEN Flavour at the Soda Fountain.

[1049-2]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA	Capt. W. H. Sweny, R.N.R.	3 p.m. 18th Nov.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	4 p.m. 19th Nov.	Freight and Passage.
LONDON via USUAL PORTS of CALL	NUBIA Capt. A. B. Garwood, R.N.R.	D'light, 21st Nov.	See Special Advertisement
LONDON and GENOA via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE Capt. J. Gaunt, R.N.R.	About 25th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary. For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHUI and HAIPHONG	"SUNGKIANG"	On 19th Nov., 11 A.M.
SHANGHAI	"LUOHOW"	On 19th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"HULOHOW"	On 21st Nov., Noon
SHANGHAI	"KANCHOW"	On 23rd Nov., D'light
MANILA, CEBU and ILOILO	"TEAN"	On 24th Nov., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 1st Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANCHOW," "LIANGHONG," "LUOHOW" and "YINGHONG" having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG, 18th November, 1914. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 21st Nov., at 3 P.M.
"HAIYAN"	Capt. J. W. Evans	WEDNESDAY, 24th Nov., at 1 P.M.
"HAIYUNG"	Capt. W. C. Farnmore	FRIDAY, 27th Nov., at 1 P.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 18th Nov., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 22nd Nov., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 18th November, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	29th Nov.	On 23rd Dec., 11 A.M.
ALDENHAM	2nd Jan.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

AGENTS

TOYO KISEN KAISHA, NIPPON YUSEN KAISHA**SAN FRANCISCO LINE.**

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 3th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.
FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	£96.10.
" " " SAN FRANCISCO	£45.	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sail
ANYO MARU	18,700—15 knots	

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.

TELEPHONE 231.

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MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA		
YOKOHAMA		
HOMEWARD		

MARSEILLES VIA PORTS ... AUSTRALIEN ... On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS. TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).



THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 26th Nov., at 3 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"KALIO MARU"	Y. Yamamoto	SATURDAY, 21st Nov., at Noon.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 22nd Nov., at 10 A.M.
"DAIUN MARU"	K. Murakami	SUNDAY, 22nd Nov., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSU MARU"	K. Hattori	WEDNESDAY, 25th Nov., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Boon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

I. ASAI,

MANAGER,
Second Floor, No. 1, Queen's Building.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	YASAKA MARU	25,000	WEDNESDAY, 18th Nov., at 10 A.M.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU	16,000	WEDNESDAY, 2nd Dec., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 1st Dec., at Noon.
	AWA MARU	12,500	TUESDAY, 15th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	FRIDAY, 20th Nov., at Noon.
	TANGO MARU	13,500	WEDNESDAY, 16th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	CEYLON MARU	10,000	SATURDAY, 21st Nov.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU	8,800	MONDAY, 23rd Nov.
SHANGHAI and KOBE	KAWACHI MARU	12,500	SUNDAY, 29th Nov.
SHANGHAI and KOBE	RANGOON MARU	7,000	MONDAY, 30th Nov.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	12,500	FRIDAY, 20th Nov., at 5 P.M.
KOBE and YOKOHAMA	KITANO MARU	16,000	MONDAY, 3rd Dec., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

Steamers	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, etc., apply to—

TELEPHONE Nos. 292 and 1241

T. KUSUMOTO, MANAGER.
[8-9-10]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer from	Days at	Days at
leaves YOKOHAMA	COLOMBO, HAI KONG, MARSEILLES and LONDON	SHANGHAI	HONGKONG	COLOMBO	MARSEILLES	PLYMOUTH (London 1 day later)
P.M. Thurs.		6 p.m.	D'light		Friday	Thursday
Nov. 9	NUBIA	Nov. 16	Nov. 21	MEDINA	Dec. 18	Dec. 26
	ORIENTAL	Dec. 1	Dec. 6	MONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOREA	Jan. 28	Feb. 4
	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F.A.R.E.

The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon "A"	Accommodation Single £55. Return £97.
2nd Saloon "A"	"B" £59. "C" £54. "D" £50.
1st Saloon "A"	Accommodation Single £51. Return £91.
2nd Saloon "A"	"B" £55. "C" £50. "D" £45.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave Y.H.K.	Leave SHANGHAI	Leave H.K.	Leave S'FORM	Days at M'SHILL	Days at LONDON
NELLORE	about	about	about	about	about	about
NAGOYA	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SYRIA	Dec. 20	Dec. 25	Jan. 1	Jan. 7	Feb. 2	Feb. 10
NANKIN	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
	Jan. 5	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £55 Return; 2nd Saloon £35 Single; £40 Return.

FARES TO MARSEILLES: 1st Saloon £26 Single; £31 Return; 2nd Saloon £23 Single; £28 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE

CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at this Office at 10.30 a.m. on the 20th inst. via Suez and is due to reach London on the 25th December. Correspondence intended for this route must be so superscribed.

Mails to United Kingdom despatched via SIBERIA take about a month to reach their destination. The Christmas Mail by this route will leave about the same date.

Further particulars will be published later.

The ENGLISH MAIL from Europe is due to arrive here to-morrow morning.

The AMERICAN MAIL is expected to arrive here to-morrow.

The MAIL FROM LONDON (via Siberia) of Tuesday, the 20th ult., is due to arrive here on Friday, the 20th inst.

FOR	DATE
Straits, Ceylon and Europe	Wednesday, 18th, 9.00 A.M.
Port Bayard	Wednesday, 18th, 9.00 A.M.
Straits	Wednesday, 18th, 11.00 A.M.
Swatow	Wednesday, 18th, NOON
Batavia, Semarang, Soerabaya and Port Moresby (via Batavia)	Wednesday, 18th, 1.00 P.M.
Shanghai, North China and Japan via Moji (EUROPE via SIBERIA)	Wednesday, 18th, 2.00 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 23rd inst.)	
Pakhoi and Hainan	Thursday, 19th, 10.00 A.M.
Fort Bayard, Haiphong and Pakhoi SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Thursday, 19th, 11.00 A.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 5 p.m., Monday, 23rd inst.)	
Japan via Nagasaki	Thursday, 19th, 2.30 P.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	Friday, 20th, 11.00 A.M.
EUROPE, INDIA via Tientsin (Late Letters 10.30 A.M. to 11 A.M. Extra postage 10 cents.)	Friday, 20th, 3.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
The Parcel Mail will be closed on Friday, 20th inst., at Noon.	
Weihaiwei and Tientsin	Saturday, 21st, 11.00 A.M.
Amoy and Foochow	Saturday, 21st, 2.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Saturday, 21st, 3.30 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 8.30 p.m., Thursday, the 26th inst.)	
Swatow	Sunday, 22nd, 9.00 A.M.
Straits and Java via Batavia	Sunday, 22nd, 9.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 24th, 1.00 P.M.
Philippine Islands	Tuesday, 24th, 3.00 P.M.
Swatow, Amoy and Foochow	Friday, 27th, 1.00 P.M.
Philippine Islands	Tuesday, 1st, 3.00 P.M.

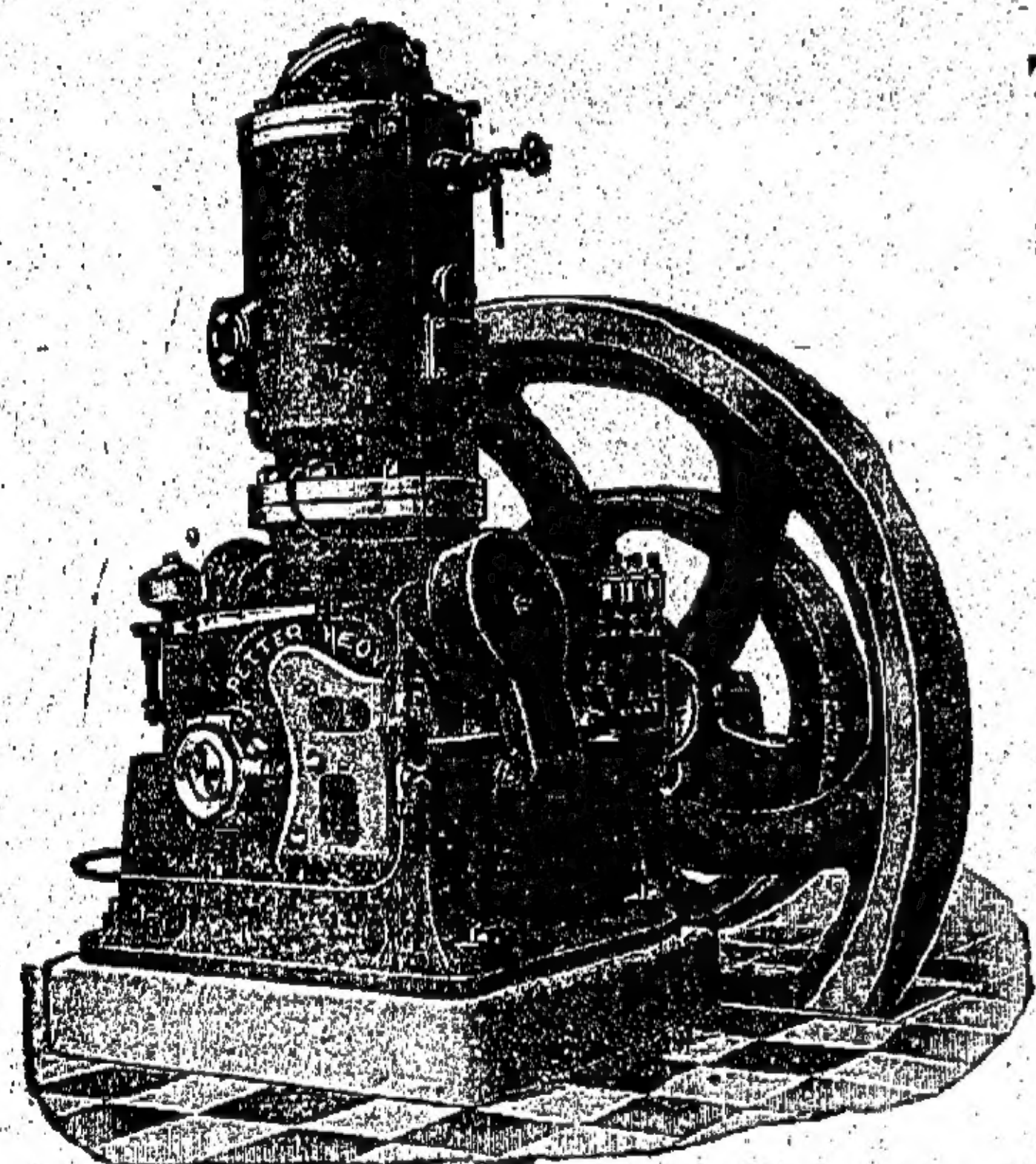
WM. C. JACK & CO., LTD.

14, DES VŒUX ROAD, HONGKONG.

SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
branches.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOE	—	—	SHANGHAI	Second half of Nov.
TJIBODAS	—	—	JAPAN	Second half of Nov.
TJIPANAS	JAPAN	First half of Nov.	JAVA	Second half of Nov.
TJILATJAP.	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIKINI	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILIWONG	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJITABOEN	JAVA	First half of Dec.	—	—
TJIKENBANG	JAVA	Second half of Dec.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 12th November, 1914.

Telephone No. 1574.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOONHOW ROAD. YOKOHAMA: 12, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED,
FOREIGN MONIES EXCHANGED.

CHIEF OFFICE:—LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, 3rd July, 1914.

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COMMERCIAL.

CLOSING QUOTATIONS.

November 17th.

ON LONDON:—	
Telegraphic Transfer	184
Bank Bills, on demand	184
Bank Bills, at 30 days sight	184
Bank Bills, at 4 months sight	184
Credits, at 4 months sight	184
Documentary Bills, at 4 months sight	184
ON PARIS:—	
Bank Bills, on demand	314
Credits, at 4 months sight	314
ON SHANGHAI:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42
Credits, at 60 days sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	123
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	123
ON SHANGHAI:—	
Bank, at sight	77
Private, 30 days sight	nom.
ON YOKOHAMA:—	
On demand	84
ON MANILA:—	
On demand	84
ON SINGAPORE:—	
On demand	103
ON RAIPUR:—	
On demand	nom.
ON SAIGON:—	
On demand	nom.
ON BANGKOK:—	
On demand	89
SOVEREIGNS, Bank's Buying Rate	\$11.40
GOLD LEAF, 100 fine, per tole	\$38.80
BAR SILVER, per oz.	23

SUBSIDIARY COINS.

Hongkong...20 cents piece	\$16.80 discount.
Hongkong...10	\$17.5

TO-DAY

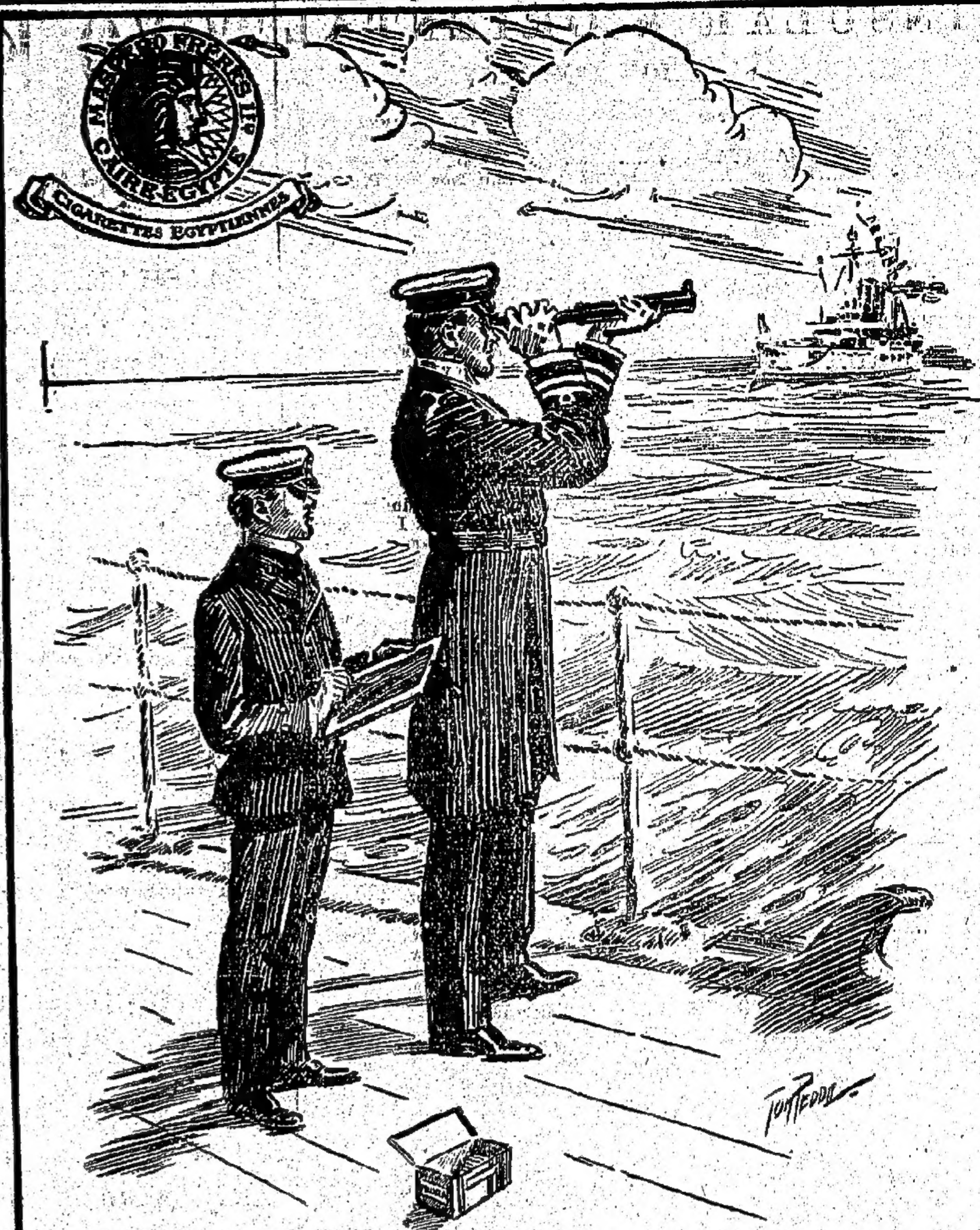
4 p.m.—Matinee A.D.C. at the Theatre Royal.
—“The Blue Bird.”

FORTHCOMING EVENTS.

Saturday, 21st Nov.—

Noon—Hongkong Jockey Club Extraordinary General Meeting.

9.15 p.m.—A. D. C. at the Theatre Royal—
—“The Blue Bird.”



“What’s the Signal?”
“Commander asks: Have you any Felucca Cigarettes?”

FELUCCA EGYPTIAN CIGARETTES

Possess an individuality and distinction that never fails to charm.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. 1 CANTON TO HONGKONG.
WEDNESDAY, 18TH NOVEMBER, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.

5 p.m. SUI AN. 5 p.m. FATHAN.

THURSDAY, 19TH NOVEMBER, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.

5 p.m. FATHAN. 5 p.m. SUI AN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 1.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 22ND NOVEMBER, 1914.

The Company's New Steamship “TAISHAN”
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOLSANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.//
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIRAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 25th Nov. “GUJARAT”

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MARINE BUILDINGS.

MILKMAID EVAPORATED MILK.



A FRESH CONSIGNMENT OF “ONES” AND “HALVES”
SIZE TINS HAS NOW ARRIVED.

PLEASE APPLY TO THE USUAL STORES.

[1127]

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

“THE SUNSHINE BELT”—The Most Comfortable Route to America and Europe

MONGOLIA ... Sailing TUESDAY, 1st Dec., at 1 p.m.

PERSIA (via Manila) ... WEDNESDAY, 16th Dec., at Noon.

KOREA ... TUESDAY, 22nd Dec., at 1 p.m.

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